

## **MEASURE D**

On November 7, 1989, 55% of the voters in Santa Barbara County approved Measure D, a ½ cent increase in local sales tax for transportation projects. The Santa Barbara County Association of Governments (SBCAG), in its role as the Local Transportation Authority, administers all aspects of the Measure D Program. SBCAG's 13-member board is comprised of the five county supervisors and one representative from each of the eight incorporated cities.

Measure D has generated over \$300 million for local and regional projects and is anticipated to generate up to \$500 million before sunsetting in 2010. The funds have enabled SBCAG and the local agencies in Santa Barbara County to deliver a variety of projects including:

- ✓ Regional highway projects
- ✓ Local street improvements and repairs
- ✓ Bicycle and pedestrian facilities
- ✓ Expanded and enhanced transit service



### **Expenditure Plan**

Measure D funds are used on transportation projects and programs specifically authorized in the voter-approved Measure D Expenditure Plan. The Expenditure Plan was approved by SBCAG, the County of Santa Barbara and each of the cities prior to the 1989 election. The Expenditure Plan specified the allocation of revenues collected under Measure D as follows:

- ✓ Local Program - 70.0%
- ✓ Regional Program - 29.5%
- ✓ Paratransit - 0.5%



### **Local Program**

Under the Local Program, each city and the county receive a \$50,000 annual base level of funding with the balance of funds distributed by population. Local agencies choose how to spend their share of funds after seeking public input on projects, annually adopting a five-year program of projects, and submitting it to the SBCAG Board for approval. Local agencies have used Measure D funds for a variety of projects including pedestrian and bicycle facilities (6%), support for local transit (5%), local road improvements (8%), and local street maintenance programs (81%).



## Regional Program

The Measure D Regional Program is comprised of eighteen projects including interchange improvements, rural highway operational improvements, local intersection improvements, highway widening, auxiliary lanes, and interregional transit service.

Bond financing was employed in 1993 to allow SBCAG to complete twelve of the fifteen original expenditure plan projects by 2000. Costs savings on one rural highway project allowed SBCAG to begin development of a second group of improvements on the highway. In October 2003, the Expenditure Plan was amended to add three projects. Sixteen of the nineteen projects currently in the program have been delivered and three are ready to be advertised or are under development and will be delivered by the sunset of the measure program.



The total cost of the regional program including planning, design, right-of-way, construction and project support is currently estimated at \$180 million. Funding for the regional program through the measure's sunset is projected to be \$135 million. SBCAG has leveraged an additional \$60 million in funding from State, federal and local sources. A small ending balance is projected which serves as a contingency for the three projects yet to be delivered and could provide SBCAG with an opportunity to add additional projects to the regional program. A status of each project in the Measure D Regional Program is shown on the attached page.



## Paratransit

Measure D devotes 0.5% of funding to improving public transportation for seniors and the disabled throughout the county. Through July 2004, \$1.2 million had been distributed to provide subsidies to specialized service operators, meet ADA service requirements for the county's largest fixed route provider, and provide fare reductions for service users.

## Summary

The success of Measure D to date is due in part to the dynamic partnership and coordination between SBCAG, Caltrans District 5, private consultants, and local agencies. Effective communication and coordination among all agencies and consultants has facilitated the development of the projects and will continue to be a major factor in the delivery of the program. Careful financial management, including the use of bond financing and leveraging, has resulted in the early delivery of projects and saved millions of dollars in construction costs. SBCAG has used these savings to deliver a greater number of projects than promised to voters in 1989.

## For More Information...

The Executive Director for SBCAG is Mr. Jim Kemp. The Deputy Director responsible for Measure D is Mr. Stephen VanDenburgh. The Authority has retained the services of Fluor Enterprises, Inc. to manage the day-to-day operation of the Measure D Program.

For more information about the Measure D program, call the Santa Barbara County Association of Governments at (805) 961-8900 or visit us on our website at [www.sbcaq.org](http://www.sbcaq.org).

## MEASURE D REGIONAL PROGRAM

The Measure D Expenditure Plan devotes 29.5% of revenues to projects of regional significance, which includes the following projects:

Project	Description	Total Cost (\$ million)	Completed Construction
Route 1	Realign and improve from Route 246 south of Lompoc	15.09	August 1998
Coastal Express Transit	Interregional transit, Ventura County to Santa Barbara County	1.50	On-going Service
Clean Air Express Transit	Intercity transit, from Lompoc and Santa Maria to Goleta and Santa Barbara	.300	On-going Service
Route 101/Milpas Street	Revise and improve intersection of freeway ramps and surface streets	6.91	April 2000
Route 101/La Cumbre Road	Reconstruct freeway interchange in Santa Barbara	10.39	May 1997
Route 101/Route 154 (South)	Widen overcrossing and revise southbound onramp to Route 101 in Santa Barbara	7.49	August 1997
Route 101/Storke Road	Reconstruct freeway interchange in Goleta	10.08	May 1997
Route 101/Route 154 (North)	Construct new freeway interchange near Los Olivos	10.89	August 2000
Route 101/Betteravia Road	Reconstruct freeway interchange in Santa Maria	6.98	September 1997
Route 101/Stowell Road	Reconstruct freeway interchange in Santa Maria	6.74	August 2002
Route 101/Main Street	Revise freeway interchange in Santa Maria	4.76	May 1997
Route 101/Donovan Street	Revise freeway interchange in Santa Maria	9.08	August 2002
Route 135/Betteravia Road	Improve intersection in Santa Maria	1.10	April 1995
Route 154 – Group I	Construct safety improvements and passing lanes	12.37	November 1997
Group II		6.76	2006 (est.)
Route 166	Construct left turn lanes and safety improvements between Santa Maria and Guadalupe	2.70	April 1995
Hollister Avenue/Fairview Avenue	Improve intersection in Goleta	3.69	August 1996
Route 101-- Milpas St. to Ventura County Line	Study & recommend widening, operational and interchange improvements	1.09	Fall 2006 (est.)
Route 101 -- Milpas St. to Hot Springs Rd.	Widening and operational improvements	47.11	2010 (est.)
Route 101 Ortega Hill Auxiliary Lane	Construct northbound auxiliary lane between Evans & Sheffield interchanges	4.87	2006 (est.)